FHR-8-300 (11-78)

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places Inventory—Nomination Form

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

For HCRS use only
received
date entered

1. Name

historic: Western Maryland Railway Steam Locomotive #202

and/or common: Western Maryland Railway Steam Locomotive #202

2. Location

street & number: City Park (Park Driveway & Highland Way) n/a not for publication

city, town: Hagerstown n/a vicinity of congressional district: Sixth

state: Maryland code: 24 county: Washington code: 043

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	___ occupied	___ agriculture	___ museum
___ building(s)	___ private	___ unoccupied	___ commercial	X park
___ structure	X both	X work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
X object	___ in process	X yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
	X not applicable	___ no	___ military	___ other:

4. Owner of Property

name: John Edward Long and City of Hagerstown (The Hon. Donald R. Frush, Mayor)

street & number: 1750 Garden Lane, #32 - City Hall

city, town: Hagerstown n/a vicinity of state: Maryland 21740

5. Location of Legal Description

courthouse, registry of deeds, etc.: Washington County Courthouse

street & number: West Washington Street

city, town: Hagerstown state: Maryland 21740

6. Representation in Existing Surveys

title: Maryland Historical Trust Historic Sites Inventory has this property been determined elegible? ___ yes X no

date: 1983 ___ federal X state ___ county

depository for survey records: Maryland Hist. Trust, 21 State Circle

7. Description

MA-SHG-05

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	___ original site
_X_ good	___ ruins	_X_ altered	_X_ moved date 1 October 1953
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

Number of Resources

Contributing	Noncontributing	
0	0	buildings
0	0	sites
0	0	structures
1	0	objects
1	0	Total

Number of previously listed National Register properties included in this nomination: 0

Original and historic functions and uses: transportation

DESCRIPTION SUMMARY:

Western Maryland Railway Steam Locomotive #202 is a K-2 Pacific type engine with a 4 - 6 - 2 wheel arrangement and tender built in 1912 by Baldwin Locomotive Works in Eddystone, Pennsylvania. Originally coal-fired, the locomotive was converted to oil in 1948 with the addition of an Andrews truck type oil pump. It has a fire-tube boiler with a working pressure of 200 psi and two 24" by 28" cylinders with 14" piston valves. The cab retains all original instruments and controls. Total weight is 295,600 pounds light (i.e., empty) and 419,600 pounds working; rated tractive power is 39,736 pounds. The locomotive is currently located in a City Park in Hagerstown, Maryland, 2000 feet from the former Western Maryland Railway Maryland Division maintenance yards, and is under restoration.

For General Description, see Continuation Sheet No. 1

GENERAL DESCRIPTION

Western Maryland Railway steam locomotive #202 is a K-2 Pacific type engine and tender, built in 1912. It operated over the WMR for forty-one years before it was "retired" and relocated to the southwest corner of the Hagerstown, Maryland City Park near the intersection of Highland Way and Park Driveway. The engine and tender were moved to the park on October 1, 1953 following their donation "to the children of Hagerstown" by the WMR. Dedication ceremonies took place on November 16, 1953. Until its retirement #202 was an in-service road engine pulling passenger and freight trains originating in Baltimore and Hagerstown, Maryland, and/or points east and west.

When #202 was taken out of service it remained in the WMR Hagerstown maintenance yards until it was placed in the City Park. The southeast end of the former WMR yards where the shops, offices, roundhouse are located are 2,000' from where the engine sits today.

The locomotive sits on a 77' section of track stabilized with stone ballast; a macadam walkway encircles it. The grass-covered tract of land surrounding the engine is roughly 110' x 145', and encircled with a chain link fence with two access gates. 300' to the north are four softball fields; a buffer of mature pine and oak trees provides a demarcation line between the two areas. To the east lies grassy parkland with an abundance of mature deciduous shade trees. South of the site the "engine lot" is abutted by one tennis court and the City Recreation Department storage building. These areas share the south section of the chain link fence. Roughly 300' to the west is the Norfolk and Southern Railroad right-of-way, a still active freight line.

Locomotive #202 is a K-2 Pacific type locomotive, built by Baldwin Locomotive Works of Eddystone, Pennsylvania, with a 4 - 6 - 2 wheel arrangement. It was originally coal fired; in 1948 it was converted to oil to comply with the Baltimore City Anti-Smoke Ordinance. The total weight of engine and tender is 295,600 pounds light (empty) and 419,600 pounds when working on the line. When the locomotive was coal fired, fuel was hand-shoveled by the fireman into the firebox. After conversion to oil, it was fitted with an Andrews truck-type oil pump. The tender functioned exactly as its name implies; it held coal and/or oil and water, and "tended" to the needs of the locomotive.

Put in simple terms, a steam locomotive is propelled by the pressure of steam created when fuel fed into the firebox heats water to the steaming temperature; this steam is contained within the boiler. On locomotive #202 the working pressure is 200 pounds per square inch. The boiler is equipped with 200 2¼" boiler tubes made of 11-gauge(1/8" thick)steel, through which the hot gasses pass. This is known as a fire-tube boiler. High up in the boiler are 32 flues with 5½" diameter tubes made of 9-gauge (3/8" thick) steel. Installed with these flues is a "Type A" superheater, to increase total heat transfer to the steam.

GENERAL DESCRIPTION (continued)

Locomotive #202 has two steel and cast iron cylinders 24" x 28". Piston valves 14" in diameter are actuated by Walschaert valve gear which allows steam to enter and exit the cylinders. Pistons of 24" diameter then propel the locomotive.

The cab interior contains all the controls: valves, gauges, brakes, throttle, and whistle and bell cords. It also contains the firebox, and window on each side for the engineer and fireman. Seats are of wood and leather construction. There are two sets of sliding windows in the cab, and two doors which pivot on steel hinges.

The rated tractive power (i.e., hauling capacity) of locomotive #202 is 39,736 pounds. A normal passenger "consist" of three to eleven loaded passenger cars was pulled by this locomotive in everyday service.

Following relocation to the Hagerstown City Park in 1953, the engine and tender were kept in a state of repair through 1975 by WMR. After that year no further maintenance was done on the engine either by the railroad or the City of Hagerstown until the engine and tender were purchased from the city by the present owner, who has begun a restoration program to return the locomotive and tender to a condition similar to when it was a functioning road engine.

Following is the approximate chronological order of restorations (still in progress) from October 1982 to the end of September 1983. The first step in the ongoing restoration/renovation was to cut off the boiler jacket, in order to acertain condition of boiler; i.e., determine amount of deterioration. After removal of the jacket all lagging (insulation) was removed. Lagging was of asbestos, and all handling and disposal of same was done in strict accordance with all safety regulations of the State of Maryland and Washington County Health Departments.

Locomotive: cutting and removal of rust where necessary. Filling and/or welding of new stainless steel to replace/repair rusted areas. Paint - one coat red prime, two coats gray prime on locomotive. Boiler - 100 new staybolt caps (steel) were installed to replace originals which had rusted out completely. Cylinder caps, which were very rusty, were removed and rebuilt with stainless steel, and new portions fitted over old. Running gear (rods, axles, and pins on engine and tender) was polished and greased. Running gear which was seized (frozen) was lubricated and moved back and forth until it functioned freely. Steam and sand domes were removed and are presently being cleaned prior to welding replacement stainless steel in damaged areas.

See Continuation Sheet No. 3

GENERAL DESCRIPTION (continued)

Cab: rusted material on roof was cut out and replaced with steel. Checkered metal plate was replaced on steps. Floor - replaced old rotted wood with new plywood and hard pine. Removed platforms under seats and replaced with two thicknesses of wood. Old wooden windows and sliding tracts were rotted and glass broken. New ones identical to originals were installed; an exception to the original was the use of aluminum sliding track for better operation and maintenance. Cab doors have been repaired as needed.

Tender: New wood platform was installed under front and rear tender decks. Tender sides were repaired where creased and dented. Metal checkered plate was replaced on rear deck platform. New steel was welded under tender. Paint - one coat black.

All running lights on tender and engine have been re-wired; metal and lenses replaced where necessary. Where possible to do so and still preserve original character, owner is using stainless steel in order to prevent further future deterioration.

A flight of free-standing wooden steps was installed at each cab door when the locomotive was placed in the City Park in 1953, to permit visitor entrance to cab. Steps have handrails.

8. Significance

WA-HAG-145

Period	Areas of Significance—Check and justify below			
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture
___ 1600–1699	___ architecture	___ education	___ military	___ social/ humanitarian
___ 1700–1799	___ art	___ engineering	___ music	___ theater
___ 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	X transportation
X 1900–	___ communications	___ industry	___ politics/government	___ other (specify)
		___ invention		

Specific dates 1912 **Builder Architect** Baldwin Locomotive Works, Eddystone, Pa.

Statement of Significance (in one paragraph)

Applicable Criteria: A, C
Applicable Exceptions: none
Level of Significance for evaluation: state, local

SIGNIFICANCE SUMMARY:

The significance of the Western Maryland Railway steam locomotive #202 is derived from its historical association with the Western Maryland Railway, which during the period 1852-1961 played a highly important role in the development of the western Maryland region, and particularly of the city of Hagerstown where its Maryland Division maintenance yard was located beginning in 1906. Locomotive #202, built in 1912, was one of nine K-2 Pacific type locomotives purchased in that year in conjunction with the WMR's "1912 Improvement Program," a general upgrading of facilities which followed the establishment of a link with the Pittsburgh and Lake Erie system at Connellsville, Pennsylvania. The powerful, fast K-2 locomotives handled the WMR's passenger service (including through runs from Baltimore to Chicago between 1913 and 1917) from 1912 until 1954, when they were all withdrawn in favor of diesel power. Locomotive #202 is the only one of the original fleet of nine steam engines that remains. It is currently located in a City Park in Hagerstown, only 2000' from the former WMR maintenance yards.

For History and Supporting Documentation, see Continuation Sheet No. 4

HISTORY AND SUPPORT:

Western Maryland Locomotive #202 is the only remaining example of steam road engine motive power of this railroad which existed for 115 years. The locomotive itself saw forty-one years of service. It was used initially on passenger runs to Chicago and Baltimore, and later between Hagerstown and Baltimore, on excursion trips to Pen Mar Park, on commuter trains from Baltimore to Union Bridge, and on short freight hauls in later years after the decline of passenger service.

The Western Maryland Railway Company (WMR) was established in May 1852 when the Maryland General Assembly granted a charter to construct a railroad from Baltimore to Hagerstown. It began as a line feeding local traffic to Baltimore, carrying products from iron mines and the quarries of Carroll County, and agricultural products of other central Maryland counties. It grew in successive stages and reached Hagerstown in August 1872; some months thereafter it reached Williamsport, thus forging a link to the then active Chesapeake and Ohio Canal. During this period agricultural and grain shipments from the western Maryland counties had been lost to Baltimore business, as existing transportation facilities served Philadelphia markets. The growing WMR thus became the link providing a through route connecting Baltimore and its port to Hagerstown, the Cumberland Valley, and to other routes bridging the Midwest, South, and the West Virginia coal fields to the Eastern seaboard.

Between 1874-1902 the railway became an important regional railroad covering the tri-state area of Marland, Pennsylvania, and West Virginia. Through freight traffic grew rapidly, and Eastern manufactured goods and Midwestern agricultural products used the line to reach their markets.

The forty-fourth annual report, issued in 1906, announced plans to relocate the Maryland division shops to Hagerstown because of the city's geographically central location in the division. The old division shops at Union Bridge in Carroll County were antiquated and no longer adequate to handle the repairs.

Although it hauled all varieties of freight, coal was the WMR's most important revenue commodity. In 1904 a large facility was built at Port Covington (Baltimore) for storage and overseas shipping of coal from the West Virginia and western Maryland coal fields. Storage was also provided for bulk grain and limestone shipments. In Post World War II years Port Covington was of great importance in shipping commodities to meet European recovery needs.

Because coal mining and its related enterprises typically have a dominating influence on the life of the community where they take place, coal country railroads are highly significant to the economic vitality of the regions they serve. The WMR was no exception. Throughout the coal regions where it operated it was an integral part of the communities it served, and played an important role in the developing towns, cities, and industries along its right-of-way.

See Continuation Sheet No. 5

HISTORY AND SUPPORI (continued)

By 1912, the Western Maryland Railroad had become a busy trunk line linking the Great Lakes, the Midwest, and the coal fields of West Virginia with the eastern seaboard (Williams, p. 89). The railroad was acquired in 1902 by the Fuller Syndicate, an affiliate of the Gould railroad interests. In 1906, the Western Maryland reached Cumberland, Allegany County. Within the decade the road stretched to Connellsville, near Pittsburg, where it connected with the Pittsburgh and Lake Erie Railroad, tying it into the big eastern and western systems. Opening the line to Connellsville and the consequent increase in business necessitated the rehabilitation of the tracks and terminals. The work was known as the 1912 Improvement Program and consisted of new yards and buildings, passenger and freight terminals, and bridges and sidings (Williams, p. 102).

From that time, passenger service on the WMR was handled by a fleet of nine K-2 Pacific type locomotives numbered 201-209. Built by the Baldwin Locomotive Works in Eddystone, Pennsylvania, the K-2 was a powerful, fast locomotive. These engines were the last steam passenger power purchased by the railway, and were in service from 1912 to 1954. At that time all K-2s were withdrawn from service and passenger runs were converted to diesel power. Only locomotive #202 now remains.

The longest passenger runs occurred between 1913-1917 when the railway ran through trains from Baltimore to Chicago. Beyond Connellsville (PA) the trains were the Chicago Limited (WM #3 westbound), which made its run in 22½ hours; and the Baltimore Limited (WM #2 eastbound) which required 21½ hours to complete. These were deluxe trains with through sleepers, dining, parlor and club cars. Locomotive #202 was often in use on these runs, as well as on the Western and Eastern expresses, which had the same destinations, but a less luxurious "consist" and longer travel times.

In the late 1870s the WMR built Pen Mar Park on the Maryland-Pennsylvania border in northeastern Washington County, Maryland. This shortly became known as the finest mountain amusement park in the East. They also built an elegant hotel, Blue Mountain House, on the site. Both the park and the hotel were a major source of passenger traffic for the railway. Penn Mar Park included among its facilities a dance pavilion, platform observatories for scenic viewing, a restaurant, and spacious picnic grounds, a 4,000' long miniature train, and the usual amusement park rides. Excursion trains from Baltimore brought many passengers to Pen Mar Park, and to the other Blue Ridge mountain summer resorts along the Maryland-Pennsylvania border. These excursions continued until 1930; during the decade of the thirties the railway operated summer special runs to service the small hotels, boarding houses, and private homes still in use in that area. Portions of Pen Mar Park have been reconstructed and it is now administered as a park by Washington County Government.

HISTORY AND SUPPORT (continued)

The WMR was known for the longevity of its passenger services, which ended in June 1947 just three months short of the century mark.

The railway played an important role in war time as well as in peaceful eras. For a five day period in July 1863 during the Civil War, the Federal government took possession of the road, and funneled supplies to General Meade at Gettysburg from the Union Army depot at Westminster. President Abraham Lincoln rode the WMR to Gettysburg for the dedication of the National Soldiers' Cemetery where he delivered his famous Gettysburg Address. During World War I the railroad was administered by the Federal government's USRA, and shipped much war material to the port of Baltimore.

In the late 1930s, as the political situation in Europe worsened and war appeared imminent, the road put itself in high gear, and by the beginning of World War II freight of all kinds was flowing to the port of Baltimore. Long, heavy freights ran through Hagerstown day and night, often one just behind the other, and many wartime journeys were made to and from Baltimore-Hagerstown behind the #202 when it hauled as many as eighteen cars - including Pullmans filled with service personnel coming to nearby Fort Ritchie. It was a time of constant and intense activity. Hagerstown was recognized as the geographical center of the WMR and the heart of its operations. From this hub trains moved east to Rutherford, York, and Baltimore; and west to Cumberland, Elkins, and the West Virginia coal fields. The entire Maryland Division shops were located in Hagerstown, and their complete facilities included shops for maintenance of motive power and rolling stock.

During the teens and twenties, as the railway absorbed smaller lines and constantly upgraded its facilities, it began to have increasing influence on the communities in its area of operation. In 30 years after the arrival of the railway in Hagerstown in 1872, the city's population doubled; it doubled again in the next twenty years.

Even in the dark years of the Depression the railroad was seen as a stabilizing factor in the shaky economy.

By 1952 - the post-war boom years - the railway had grown to an 835 mile Class A operation. Its traffic exceeded 30,000,000 tons annually, and it had gross yearly revenues of $50,000,000. In 1967 the ICC granted approval to the Chessie System (Chesapeake & Ohio Railroad and Baltimore & Ohio Railroad) to absorb and control WMR. The railway operated as a partner in the Chessie System through the mid-1970s. However, much WMR track was abandoned, rolling stock was scrapped or repainted with the Chessie logo, and trains over the WMR right-of-way were reduced to one or two per day. In the early 1980s the Chessie System became a part of the giant CSX System. Thus, the old WMR has disappeared.

HISTORY AND SUPPORT (continued)

Locomotive #202 is one of the few tangible remains of this railroad, which for more than a century so influenced the growth of this region. It now rests on track in the Hagerstown, Maryland City Park, only 2000 feet from the WMR Maryland Division maintenance yard.

BOUNDARY JUSTIFICATION:

The boundaries of the nominated property are determined by a chain-link fence which surrounds the resource, located within the City Park of Hagerstown, Maryland. The property is surrounded by landscaped lawn on all sides; a tennis court adjoins it on its southwest corner.

WA-HAG-45

[illegible], Karl: The Western Maryland [illegible], San [illegible], California, Howell-North, 19[illegible].

Williams, Harold: The Western Maryland Railway Story, Baltimore, Maryland, Western Maryland Railway Company, 1952.

10. Geographical Data

Acreage of nominated property: less than one acre

Quadrangle name: Hagerstown, Maryland

Quadrangle scale: 1:24,000

UMT References

	Zone	Easting	Northing
A	18	265290	4390610
B			
C			
D			
E			
F			
G			
H			

Verbal boundary description and justification

BOUNDARY DESCRIPTION: See attached site plan.
BOUNDARY JUSTIFICATION: See Continuation Sheet No. 7.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
n/a			

11. Form Prepared By

name/title: Eleanor C. Long

organization: N/A — date: 30 September 1983

street & number: 4138 Cresthill Drive, S. W. #25 — telephone: 703-989-3786

city or town: Roanoke — state: Virginia 24018

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national X state X local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89–665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature: [signature] 4-26-84

title: STATE HISTORIC PRESERVATION OFFICER — date

For HCRS use only
I hereby certify that this property is included in the National Register

date

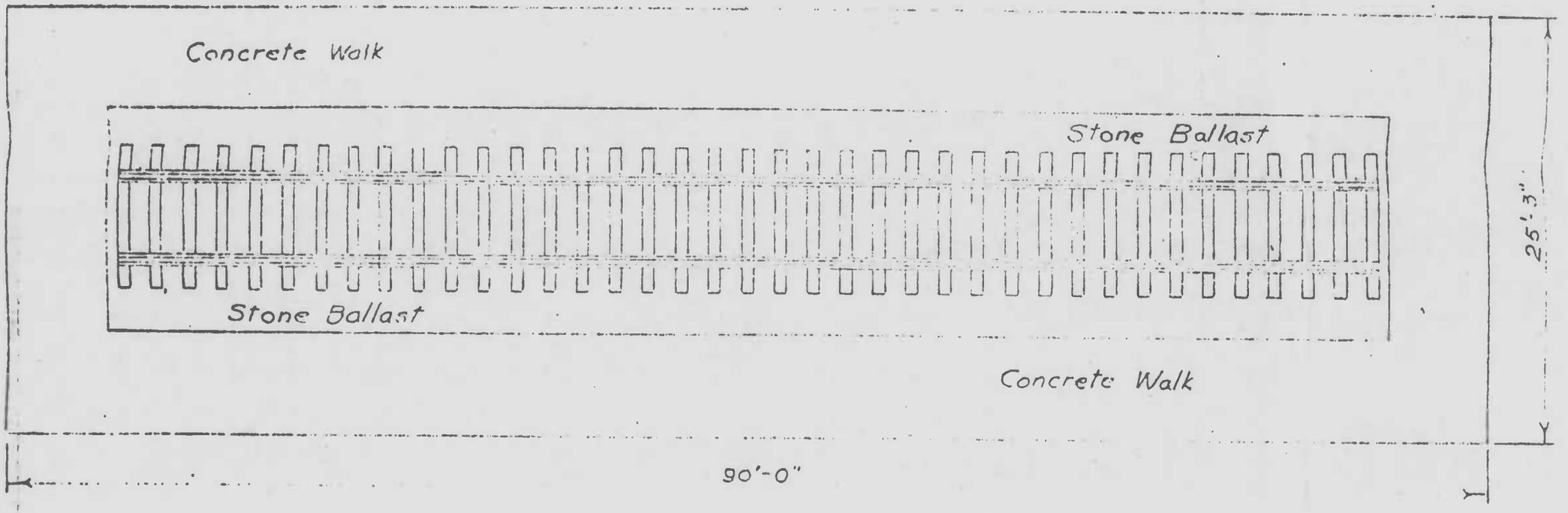
Keeper of the National Register

Attest: — date

Chief of Registration

WA-HAG-145

Western Maryland Railway steam locomotive #202
Hagerstown, Washington County, Maryland



Plan of Base

1/8" = 1'-0"

(3)

WA-HAG-145

Western Maryland Railway steam locomotive #202
Hagerstown, Washington County, Maryland

Section of Base

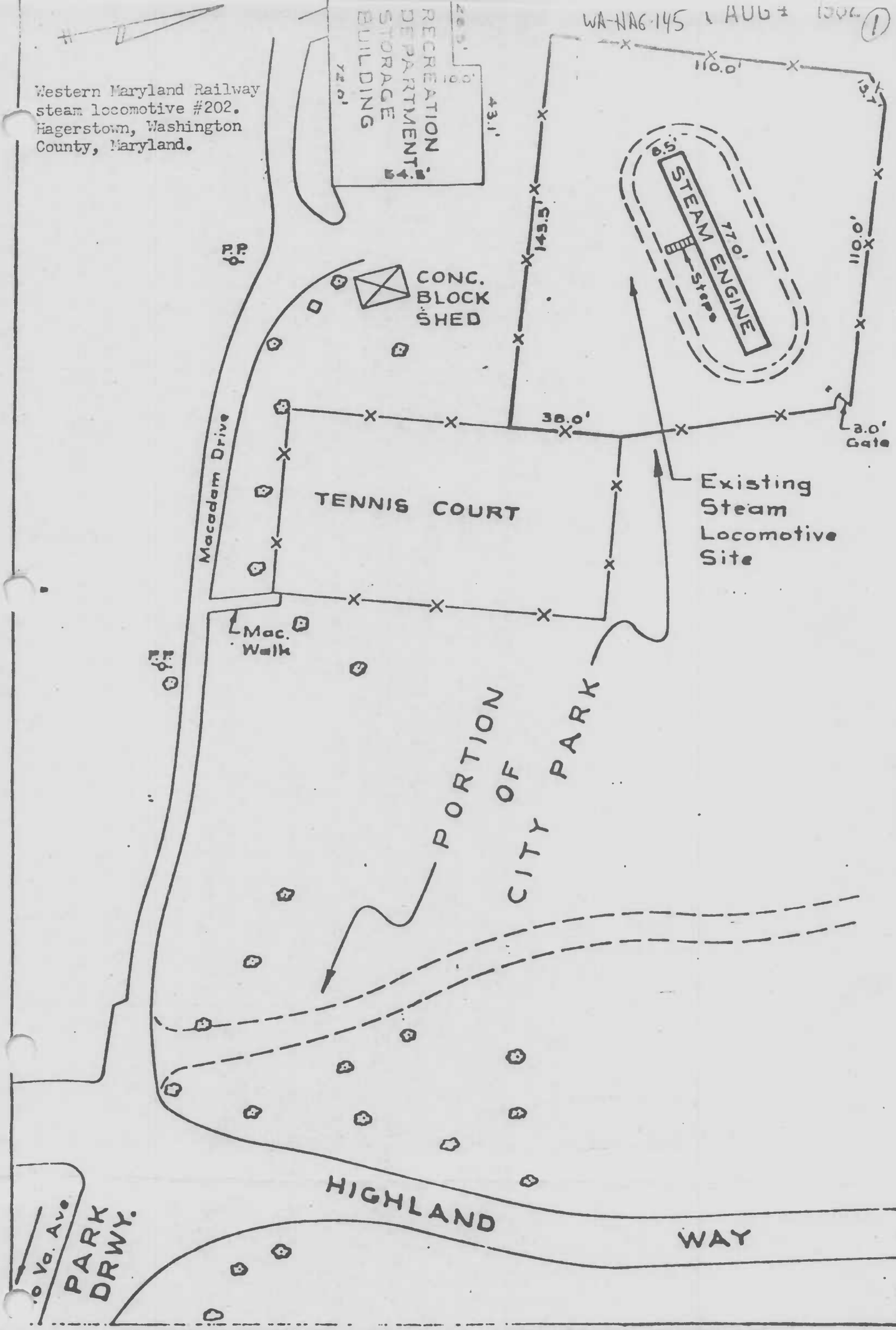
½" = 1'-0"

WESTERN MARYLA

OFFICE OF DIVISIO

WA-HAG-145 (AUG. 1982) (1)

Western Maryland Railway steam locomotive #202. Hagerstown, Washington County, Maryland.



CITY OF HAGERSTOWN, MD — ENGINEERING DEPARTMENT

PORTION OF CITY PARK SHOWING LOCATION OF STEAM LOCOMOTIVE SITE	T. Heller	7-26-82	DWG NO. 83-513-01 1" = 40'

HAGERSTOWN LANDMARKS RECONNAISSANCE SURVEY

Maryland Inventory of Historic Properties # WA-HAG-145

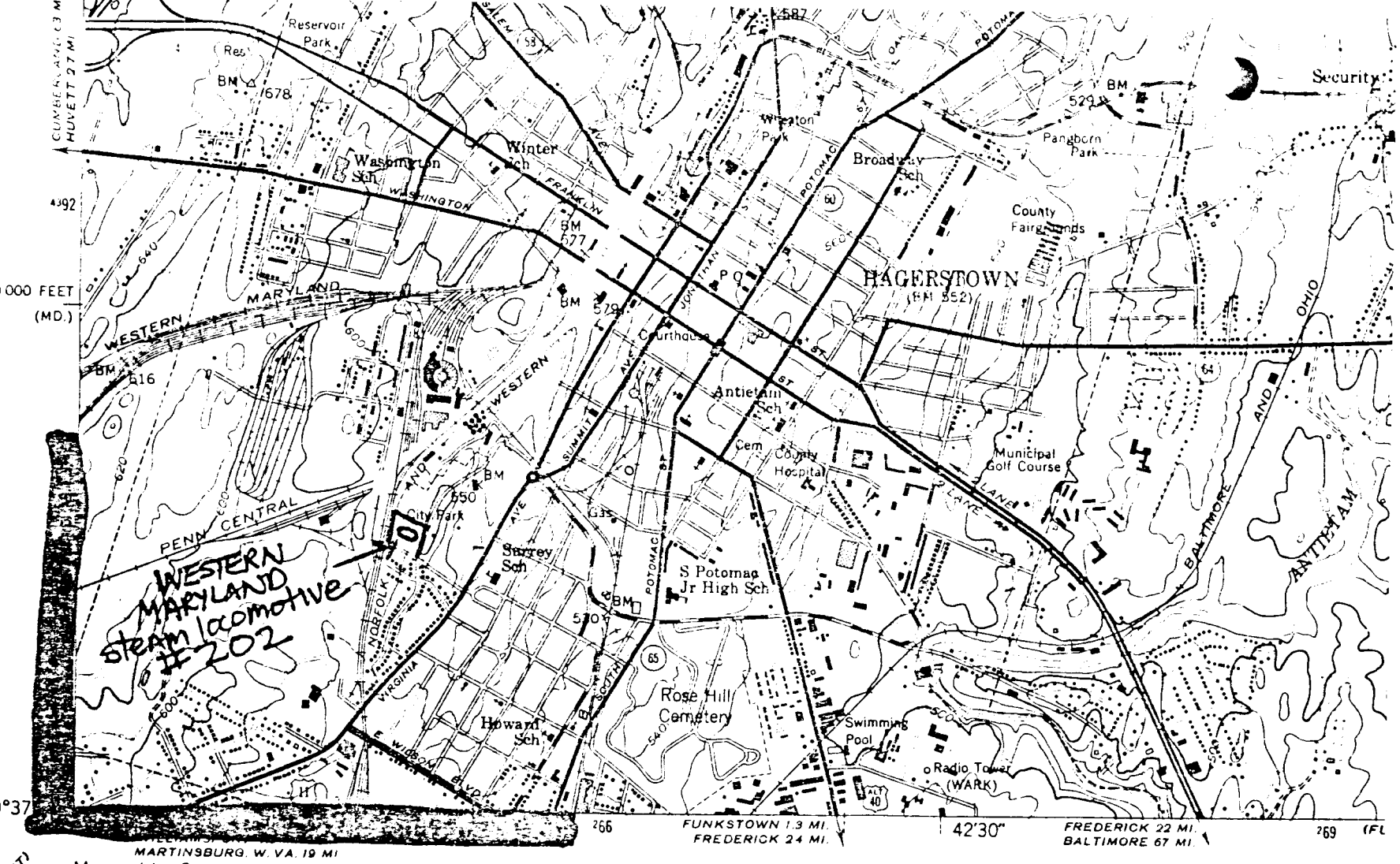
Property Name/Address: Western Maryland Railway Steam Locomotive No. 202, City Park, Hagerstown, Maryland

Description/Significance: A 1912 K-2 Pacific type engine and tender with a 4-6-2 wheel arrangement, built by the Baldwin Locomotive Works of Eddystone, Pennsylvania. The only survivor of the Western Maryland Railway's original fleet of nine steam engines, it reflects the importance of the railroad industry to the western Maryland region and the city of Hagerstown. Listed in the National Register of Historic Places. Note: this resource was not accessible for photography.

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA

I. Geographic Organization: Western Maryland
II. Chronological/Developmental Period(s):
Industrial/Urban Dominance, 1870-1930
III. Prehistoric/Historic Period Theme(s):
Transportation
IV. Resource Type
Category: Object
Historic Environment: Urban
Historic Function(s) and Use(s):
TRANSPORTATION/rail-related
Known Design Source: Baldwin Locomotive Works, Eddystone, PA

Form Prepared by: Peter E. Kurtze
109 Brandon Road
Baltimore, Maryland 21212
August 15, 1991



Mapped by Corps of Engineers, U. S. Army
Edited and published by the Geological Survey

Control by USGS, USC&GS, and USCE

Topography from aerial photographs by stereophotogrammetric methods. Aerial photographs taken 1943
Culture revised by the Geological Survey 1953

Polyconic projection. 1927 North American datum
10,000-foot grids based on Maryland coordinate system and Pennsylvania coordinate system, south zone

Red tint indicates area in which only landmark buildings are shown

1000 meter Universal Transverse Mercator grid ticks zor 3, shown in blue

MN
GN
7½°
133 MILS
1°43'
31 MILS

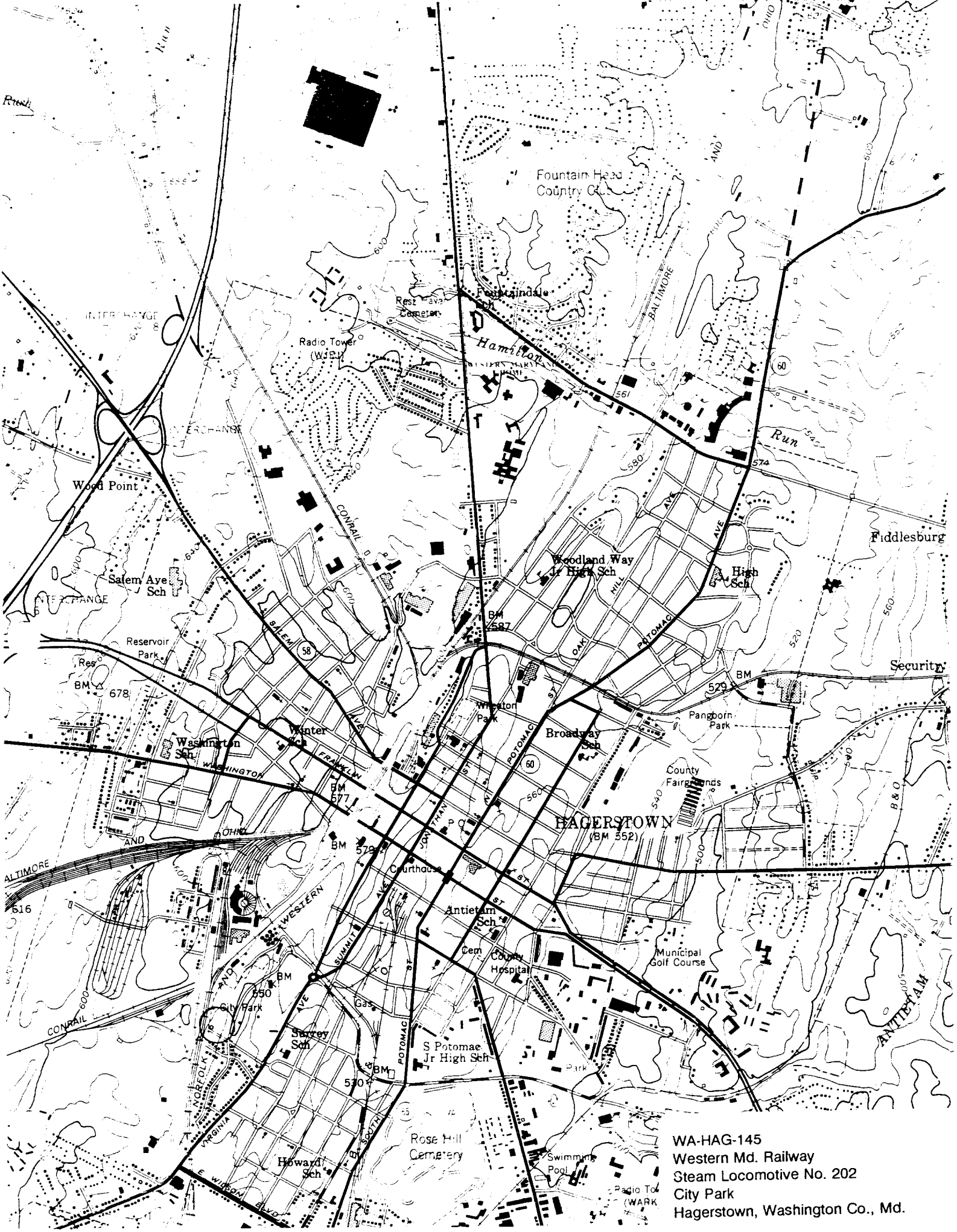
UTM GRID AND 1971 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

SCA

1000 0 1000 2000

CONTOUR
DATUM I

THIS MAP COMPLIES WITH
FOR SALE BY U. S. GEOLOGI
A FOLDER DESCRIBING TOPOGRAPHIC



WA-HAG-145
Western Md. Railway
Steam Locomotive No. 202
City Park
Hagerstown, Washington Co., Md.